

<b>RTIP ID#</b> LAE3085				
<b>TCWG Consideration Date</b>				
<b>Project Description</b>  <p>The proposed roadway improvement project is located entirely within the City of Commerce. The portion of Washington Boulevard that is subject to the proposed construction project extends from a point located 350 feet west of Indiana Street continuing easterly to the Santa Ana (I-5) Freeway. The proposed improvements will occur within the Washington Boulevard public right-of-way. The project area has a linear length of 2.8 miles.</p> <p>The proposed project will involve intersection improvements along Washington Boulevard and roadway restriping that will facilitate the addition of a third travel lane in each direction during the peak hour traffic periods. The improvements will be confined to the existing roadway right-of-way. The project is designed to relieve congestion along this roadway segment. The traffic analysis prepared for the proposed project demonstrated that a substantial improvement in the roadway's operating level of service would result from the proposed project's implementation. <i>(Also please See Attachment A)</i></p>				
<b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i>  "Change to regionally significant street."				
<b>County</b> District 7 – LA 0 CMRC	<b>Narrative Location/Route &amp; Postmiles</b>  The proposed roadway improvement project is located entirely within the City of Commerce. The portion of Washington Boulevard that is subject to the proposed construction project extends from a point located 350 feet west of Indiana Street continuing easterly to the Santa Ana (I-5) Freeway.			
<b>Caltrans Projects – EA#</b>				
<b>Lead Agency:</b> City of Commerce				
<b>Contact Person</b> Alex Hamilton	<b>Phone#</b> 323-722-4805	<b>Fax#</b> 323-888-6537	<b>Email</b> alexh@ci.commerce.ca.us	
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> <input checked="" type="checkbox"/> <b>PM10</b> <input checked="" type="checkbox"/>				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
<b>Categorical Exclusion (NEPA)</b>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>	<input checked="" type="checkbox"/> <b>Other</b>
<b>Scheduled Date of Federal Action:</b>				
<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>				
<b>Exempt</b>	<input checked="" type="checkbox"/> <b>Section 326 –Categorical Exemption</b>	<b>Section 327 – Non-Categorical Exemption</b>		
<b>Current Programming Dates</b> <i>(as appropriate)</i>				
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>
<b>Start</b>	2008	2012	2013	2014
<b>End</b>	2010	2013	2013	2015

### **Project Purpose and Need (Summary)**

The proposed project involves a number of roadway improvements to Washington Boulevard. The following objective will be accomplished as part of the proposed project's implementation:

1. The Washington Boulevard roadway will be improved so that it meets the City's current design standards outlined in the City of Commerce General Plan.
2. Washington Boulevard will be improved so that it can safely and efficiently accommodate existing and projected traffic demands; and,
3. Damage to the roadway surface will be repaired.

The proposed roadway and intersection improvements are classified as a "congestion relief project." The level of service at the Washington Boulevard intersections will improve with the traffic lane improvements, turning lanes, and intersection controls. The improvements contemplated for Washington Boulevard are specifically aimed at repairing and upgrading the existing deteriorated roadway. *The Washington Boulevard roadway segment in Commerce (west of the I-5 Freeway) represents the major remaining link of the roadway that still contains two travel lanes in each direction.* The Washington Boulevard segment in Pico Rivera and Montebello (to the east of Commerce) and in Vernon (west of Commerce) consist of three travel lanes. The Washington Boulevard improvement project will eliminate an existing "bottleneck" resulting from the different roadway configuration. In addition, the obsolete and deteriorating condition of the roadway is leading to increased traffic hazards and further congestion. Finally, obsolete and inadequate pedestrian facilities, signals, and rail crossings will be upgraded to current standards.

### **Surrounding Land Use/Traffic Generators** *(especially effects on diesel traffic)*

The portion of Washington Boulevard that is subject to the proposed construction project extends from a point located 350 feet west of Indiana Street continuing easterly to the Santa Ana (I-5) Freeway. The proposed improvements will occur within the Washington Boulevard public right-of-way. Land uses along the entire Washington Boulevard corridor include smaller commercial uses and commercial manufacturing uses. The BNSF rail yard is located along the westernmost portion of the corridor (west of the I-710 Freeway). The majority of the diesel trucks use that segment of Washington Boulevard located to the west of the I-710 Freeway that provides access to the BNSF rail yard.

The proposed Washington Boulevard Roadway Improvement Project will not add to the existing number of truck trips using this roadway. The Washington Boulevard improvement project will improve the existing level of service with the reconfiguration of the travel lanes (restriping, redesign of medians, etc.) that would facilitate the addition of a third travel lane during the peak hour traffic periods.

*The location of the project area is shown in Attachment C.*

**Opening Year: Build and No Build LOS, AADT, % and #trucks, truck AADT of proposed facility**

The proposed project's construction will take approximately 12 months to complete. The entire project will be completed by 2015. The Washington Boulevard Improvement Project will not result in any additional traffic generation beyond the baseline levels. The traffic levels for the year 2015 both *without the project* and *with the project* will be the same. The proposed additional traffic lane and the intersection improvements will result in an improvement in the level of service compared to the No Build scenario. *(Please see Attachment B.)*

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

The proposed project's construction will take approximately 12 months to complete. The entire project will be completed by 2015. The Washington Boulevard Improvement Project will not result in any additional traffic generation beyond the baseline levels. The traffic levels for the year 2035 both *without the project* and *with the project* will be the same. The proposed additional traffic lane and the intersection improvements will result in an improvement in the level of service for the build-out year (2013) compared to the No Build scenario. *(Please see Attachment B.)*

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

No freeway interchanges are involved with the proposed project. *(Please see Attachment B for information related to the intersections.)*

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

No freeway interchanges are involved with the proposed project. *(Please see Attachment B for information related to the intersections.)*

**Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)***

The improvements contemplated for Washington Boulevard are specifically aimed at repairing and upgrading the existing deteriorated roadway. The Washington Boulevard roadway segment in Commerce (west of the I-5 Freeway) represents the major remaining link of the roadway that still contains two travel lanes in each direction. While the proposed project is expected to improve operations and travel flow along the improved roadway segment, the travel time savings would not be expected to induce significant changes in travel behavior. There are a limited number of major roadways in Commerce (Whittier Boulevard, Bandini Boulevard, and Slauson Avenue) that parallel Washington Boulevard and none of these roadways serve the same geographic area that is served by Washington Boulevard. Accordingly, shifts in traffic volumes from these other east-west corridors to Washington Boulevard due to the addition of a single travel lane in each direction along this localized, arterial roadway section will not occur. As a result, the Washington Boulevard Improvement Project in and of itself will cause a substantial shift in existing and future travel patterns given the existing corridor configurations outside of the City of Commerce.

**Comments/Explanation/Details**

**Attachment A – Project Description**

The proposed roadway improvement project is located entirely within the City of Commerce. The portion of Washington Boulevard that is subject to the proposed construction project extends from a point located 350 feet west of Indiana Street continuing easterly to the Santa Ana (I-5) Freeway. The proposed improvements will occur within the Washington Boulevard public right-of-way. The project area has a linear length of 2.8 miles.

The proposed project involves the reconstruction of the Washington Boulevard roadway surface as well as other ancillary improvements. The existing deteriorating roadway surface is largely covered over in deteriorating asphalt surfaces that represent a hazard to vehicles using the roadway due to the roadway surface's condition. The roadway surface will be reconstructed in concrete that will effectively extend the surface life of the roadway.

This project will widen the roadway's curb-to-curb width to a total of 84 feet between the faces of the curbs. This will increase the number of travel lanes to three lanes in each direction. Traffic signals and streetlights will also be upgraded, and sidewalks damaged by tree roots will be repaired. In addition, a new landscaped median will be constructed. The existing pavement surface will be reconstructed with 10-inch thick PCC and the railroad grade crossing at Commerce Way will be reconstructed. Additionally, catch basins, cross gutters, and curb drains will be reconstructed and the roadway will be re-striped.

The proposed project is an element of a much larger Regional Transportation and Goods Movement Initiative designed to improve key transportation corridors in the Southern California region. The improvements contemplated for Washington Boulevard are specifically aimed at repairing and upgrading the existing deteriorated roadway. The Washington Boulevard roadway segment in Commerce (west of the I-5 Freeway) represents the major remaining link of the roadway that still contains two travel lanes in each direction. In addition, the obsolete and deteriorating condition of the roadway is leading to increased traffic hazards and further congestion. Finally, obsolete and inadequate pedestrian facilities, signals, and rail crossings will be upgraded to current standards.

**Attachment B – Traffic Volumes and Level of Service**

Table 1 on the following page compares the existing level of service of the 13 study intersections with those projected for the future 2035 build-out year. The table focuses on the operating level of service for the Washington Boulevard intersections for the existing conditions (opening year) and the future year 2035 conditions both with and without the project improvements. As indicated in the table, the operating levels of service in the 2035 build-out year *will degrade without the implementation* of the proposed Washington Boulevard Improvement Project. With the additional capacity afforded by the third travel lane during the peak hour periods, the build-out year 2035 levels of service with the project will be comparable to the existing level of service.

**Comments/Explanation/Details (continued)****Attachment B – Traffic Volumes and Level of Service (continued)**

**Table 1**  
**Existing and Future Year (2035) Level of Service**

Washington Blvd. Intersection	Peak Hour	Existing LOS	Future year (2035) LOS Without Project	Future Year (2035) LOS With Project
Indiana St.	AM PM	B B	D D	B B
Oak St.	AM PM	A A	B C	A A
Arrowmill Ave.	AM PM	A B	B C	A A
Ayers Ave.	AM PM	A B	B D	A B
I-710 SB Ramps	AM PM	C C	E E	C C
I-710 NB Ramps	AM PM	B B	D C	C C
Atlantic Blvd.	AM PM	D D	F F	E E
O'Neill Ave.	AM PM	A A	B B	A A
Eastern Blvd.	AM PM	B B	C D	B B
Commerce Way.	AM PM	B B	C C	B B
Leo Ave.	AM PM	B A	C B	A A
Fidelia Ave.	AM PM	B C	C D	A B
I-5 SB Ramps	AM PM	B D	D E	D D

Source: LOS analysis provided by Linscott, Law and Greenspan, Engineers.

Table 2 indicates the opening year and the build-out year average daily traffic volumes for the Washington Boulevard corridor. The baseline year (2008) was derived from traffic counts collected as part of a travel speed survey that was conducted for six distinct segments of Washington Boulevard. The traffic volumes for the same roadway segments for the opening year (2015) and the build-out year (2035) were then derived by adding an annual traffic growth factor of 1% per year. These future year adjustments are consistent with the CMP growth factors. The modal split was also determined for each of the six segments. Trucks were assumed to account for approximately 30% of the total daily traffic volumes for the segment west of Ash Street due to the industrial and rail yard uses along this roadway segment. The percentage of trucks on the next segment, located west of Counts Avenue, was slightly less (25%) because of the commercial and residential uses in the area. The heavy truck traffic for the remaining segments was assumed to represent 15% of the total traffic volumes due to the nature of land uses and development along this portion of the Washington Boulevard corridor.

**Comments/Explanation/Details (continued)****Attachment B – Traffic Volumes and Level of Service (continued)**

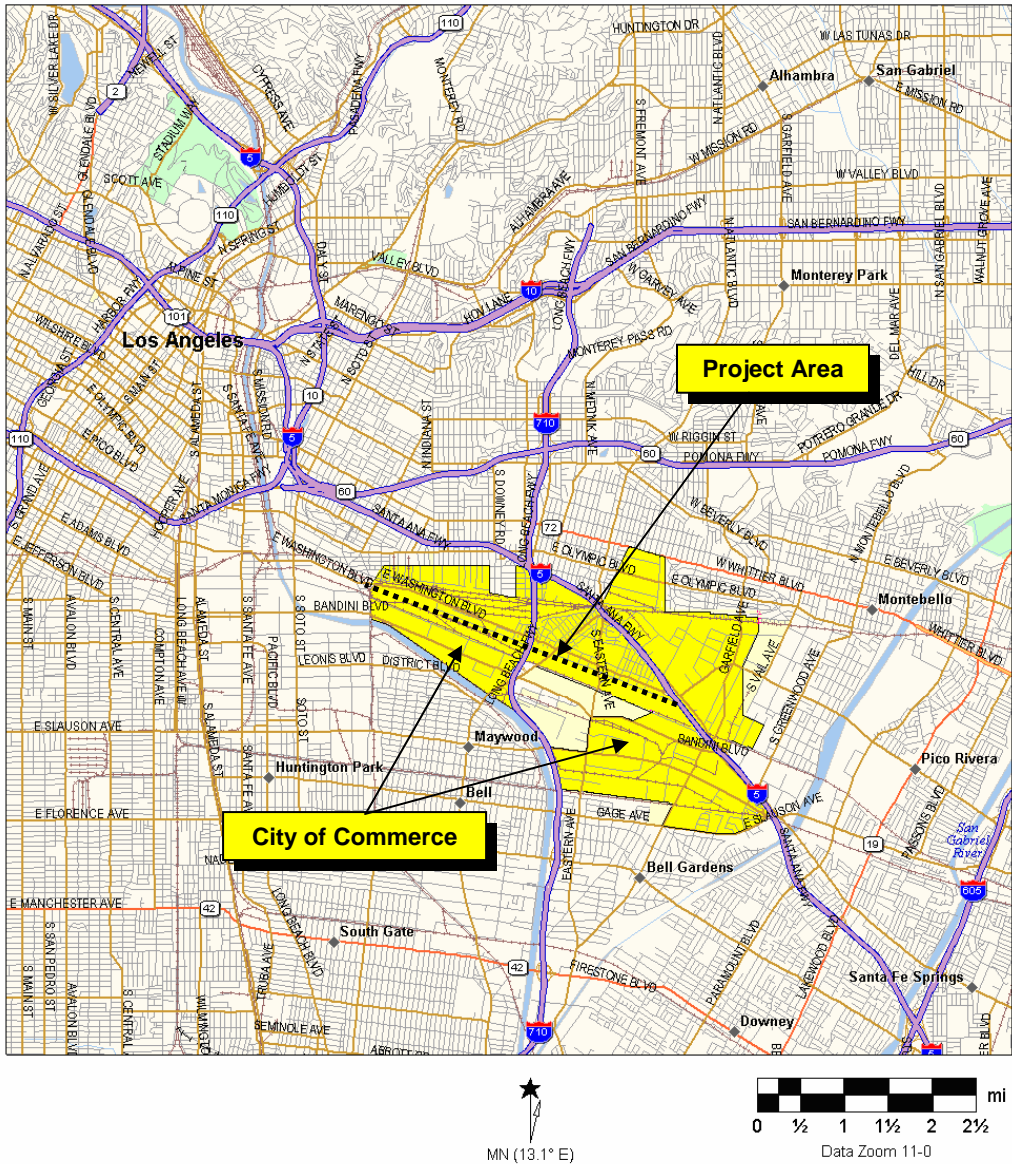
**Table 2**  
**Baseline Year 2008), Opening Year (2015), and Future Year (2035) Traffic Volumes**

Washington Blvd. Segment	Total AADT	Total Heavy Duty Trucks (No.)	Total Heavy Duty Trucks (%)
<b>Baseline Year (2008)</b>			
West of Ash St.	26,145	7,844	30%
West of Coutts Ave.	34,007	8,502	25%
West of Strong Ave.	29,305	4,396	15%
West of Senta Ave.	27,311	4,097	15%
East of Saybrook Ave.	33,928	5,089	15%
East of Yates Ave.	32,948	4,942	15%
<b>Opening Year (2015)</b>			
West of Ash St.	26,355	7,906	30%
West of Coutts Ave.	34,280	8,570	25%
West of Strong Ave.	29,540	4,431	15%
West of Senta Ave.	27,530	4,130	15%
East of Saybrook Ave.	34,200	5,130	15%
East of Yates Ave.	33,213	4,982	15%
<b>Build-out Year (2035)</b>			
West of Ash St.	26,860	8,058	30%
West of Coutts Ave.	34,937	8,734	25%
West of Strong Ave.	30,107	4,516	15%
West of Senta Ave.	28,058	4,209	15%
East of Saybrook Ave.	34,856	5,228	15%
East of Yates Ave.	33,849	5,077	15%

Source: City of Commerce

Comments/Explanation/Details (continued)

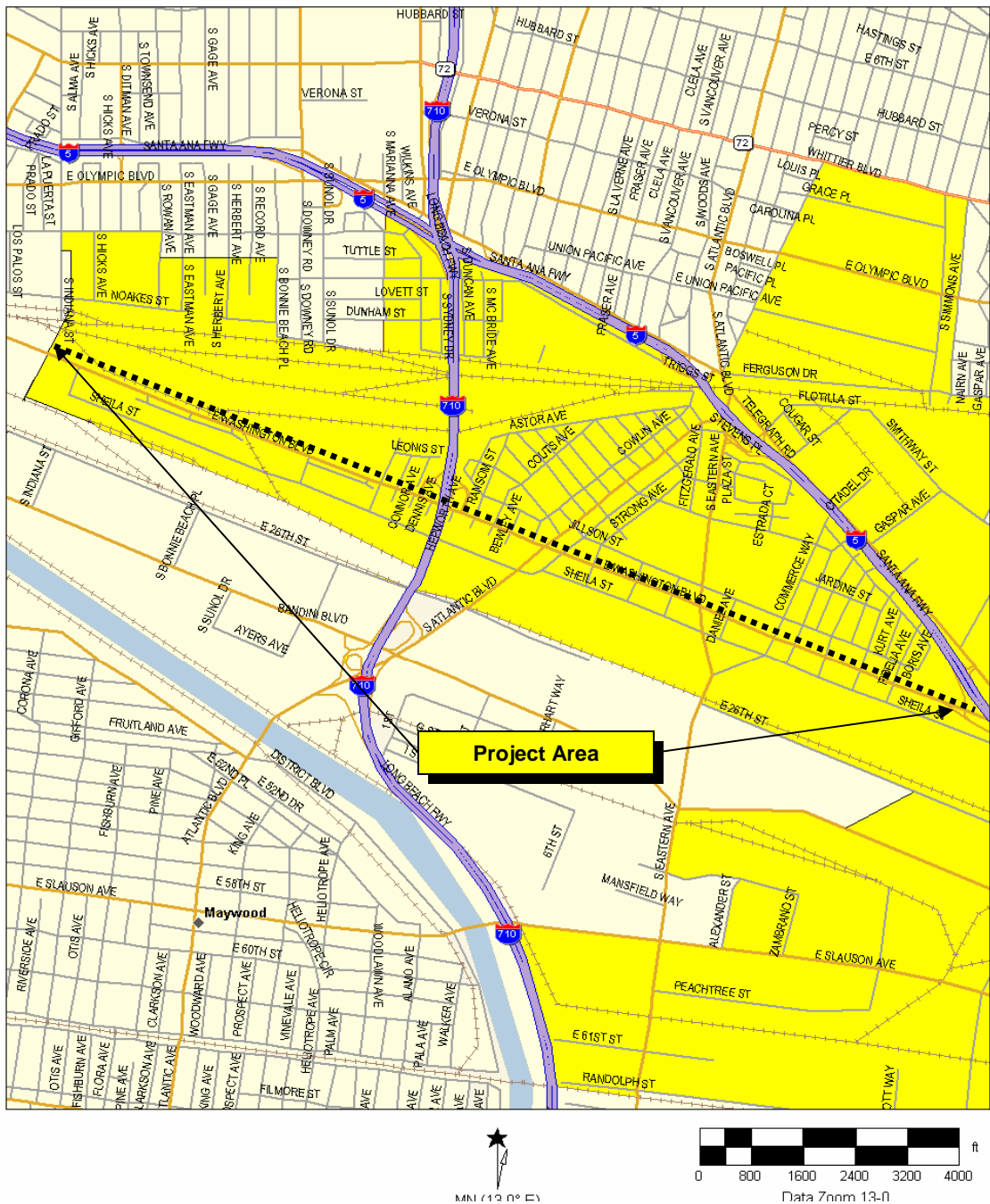
Attachment C – Project Area Location



**EXHIBIT 1**  
**PROJECT AREA REGIONAL LOCATION**

Comments/Explanation/Details (continued)

Attachment C – Project Area Location



**EXHIBIT 2**  
**PROJECT AREA LOCATION IN COMMERCE**

